

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4749

晚一十月二十日十三號光

MONDAY, JANUARY 16, 1905.

一月

號六十月正英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,520,000

Head Office—YOKOHAMA,

Branches and Agencies,

TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTIN. NEWCHWANG.  
PEKING. DALNY.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 7th November, 1904. [20]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND—

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$7,000,000

RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq. Hon. R. Shewan.

Hon. W. J. Gresson. N. A. Siebs, Esq.

A. Haupt, Esq. H. W. Slade, Esq.

H. Schuhart, Esq. E. S. Wheeler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th August, 1904. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [22]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin. Calculta. Hankow.

Tientsin. Tsinan (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONT GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 12th August, 1904. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First

Class FOREIGN and CHINESE RISKS a  
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [24]

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonesaki, Moji, Wakamatsu,

Karatsu, Nagasaki, Ki-hinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telephone Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State.

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichinuma, Kanada, Mameda, Manoura,

Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yanokibara and other Coals.

S. MINAMI, Manager, Hongkong. [25]

INTERNATIONAL BANKING  
CORPORATION.

FISCAL AGENTS FOR THE UNITED STATES  
IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL AND SURPLUS

AUTHORISED ..... GOLD \$10,000,000

CAPITAL PAID UP ..... GOLD \$ 3,947,200

RESERVE FUND ..... GOLD \$ 3,947,200

HEAD OFFICE—YOKOHAMA,

Branches and Agencies,

TOKIO. KOBE.

NAGASAKI. LONDON.

LYONS. NEW YORK.

SAN FRANCISCO. HONOLULU.

BOMBAY. SHANGHAI.

TIENTIN. NEWCHWANG.

PEKING. DALNY.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARKS' BANK, LTD.

THE UNION OF LONDON AND

SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 7th November, 1904. [20]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND—

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$7,000,000

RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq. Hon. R. Shewan.

Hon. W. J. Gresson. N. A. Siebs, Esq.

A. Haupt, Esq. H. W. Slade, Esq.

H. Schuhart, Esq. E. S. Wheeler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th August, 1904. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [22]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin. Calculta. Hankow.

Tientsin. Tsinan (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONT GESELLSCHA

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
" " "POWAN".....	2,338 "	R. D. Thomas.
" " "FATSHAN".....	2,200 "	W. A. Valentine.
" " "HANKOW".....	3,073 "	C. V. Lloyd.
" " "KINSHAN".....	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNSHAN".....	1,998 tons.....	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.00 P.M.		
Departures on Sundays at 12.30 P.M.		

Departures from Macao to Hongkong daily at 8.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

## JOINT SERVICE OF THE H.K., C, AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM".....	588 tons.....	Captain J. Wilcox.
" " "NANNING".....	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Friday at about 8.30 A.M.

FARES:—Canton to Wuchow..... Single \$15.00. Return \$25.00.

Canton to Tak Hing..... Single \$12.50. Return \$21.00.

Canton to Samshui..... Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....	Capt. R. Birss.	S.S. "HONGKONG".....	Capt. Maxfield
--------------------	-----------------	----------------------	----------------

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon..... Single \$6.00.

Hongkong to Kumchuk..... Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, ETC.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR".....	4,425 Tons.....	WEDNESDAY, 25th January.
" " "EMPERESS OF INDIA".....	6,000 "	WEDNESDAY, 8th February.
" " "EMPERESS OF JAPAN".....	6,000 "	WEDNESDAY, 5th March.
" " "ATHENIAN".....	2,440 "	WEDNESDAY, 15th March.
" " "EMPERESS OF CHINA".....	6,000 "	WEDNESDAY, 19th March.

" " "EMPERESS OF INDIA"..... 6,000 " WEDNESDAY, 19th March.

Hongkong to London, 1st Class, via St. Lawrence \$6.00. via New York \$6.20.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail \$4.20.

THE magnificient Twin-screw "EMPERESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Inter-

mediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Map, Guide, Hand Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 11th January, 1905

D. W. CRADDO

## Intimation.

**WM. POWELL,**  
LIMITED,  
ALEXANDRA BUILDINGS,  
Des Vaux Road.

The leading Drapers of  
the Far East.

DRESSMAKING  
AND  
MILLINERY  
IN ALL THE  
LATEST  
FASHIONS.

All the newest  
Dress Fabrics, Flannels,  
Crepes, etc., on show.

Everything  
for Children's wear.

FURNISHING  
DEPARTMENT:

Houses furnished completely.  
Upholstering done by experienced  
workmen under European super-  
vision on the shortest notice.

Estimates—free of charge.

GENTLEMEN'S  
OUTFITTING  
ESTABLISH-  
MENT:

28, QUEEN'S ROAD,  
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-  
nel Shirts.

Fine Cashmere Half-hose—embroi-  
dered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight  
Overcoats.

Check Flannel, Knitted Woollen  
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glace Kid Boots  
and Shoes.

White Buckskin Boots  
with thick red Rubber  
Soles, suitable for  
Cricket, Golf, Tennis,  
Yachting, etc.

New Goods arrive each  
week for all Depart-  
ments.

**Wm. POWELL, Ltd.**  
HONG KONG.

## Intimations.

**A. S. WATSON & CO., LIMITED.**  
Established 1841.  
AERATED WATER MANUFACTURERS.  
NOTICE.

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to

**A. S. WATSON & CO., LIMITED.**  
Aerated Water Manufactury,  
Des Vaux Road Central.

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

## Per Doz.

Soda Water	... \$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1391]

## THE VICTORIA DISPENSARY.

## NOTICE:

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to

**THE VICTORIA DISPENSARY.**

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

## Per Doz.

Soda Water	... \$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1392]

## WATKINS, LIMITED.

## NOTICE:

WE beg to notify Customers that from  
1st January, 1905, Separate Accounts  
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters  
and Bottles, and full credit will be allowed for  
empties when returned.

Orders for Aerated Waters should be  
addressed to

**WATKINS, LIMITED.**

## PRICE LIST:

\$1.20 per dozen will be allowed for Aerated  
Water Bottles when returned in good condition.

## Per Doz.

Soda Water	... \$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393]

THE WEST POINT BUILDING COM-  
PANY, LIMITED.

## NOTICE:

NOTICE is hereby given that the SEV-  
ENTEENTH ORDINARY MEETING  
of SHAREHOLDERS in this Company will  
be held at the Company's Offices, Victoria  
Buildings, on MONDAY, the 30th January,  
1905, at 11.45 o'clock A.M., for the purpose of  
receiving the Report of the Directors together  
with Statement of Accounts for the year ending  
31st December, 1904.

The REGISTER of SHARES of the  
Company will be CLOSED from SATURDAY,  
the 21st January, to MONDAY, the 30th  
January, (both days inclusive), during which  
period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Invest-  
ment and Agency Co., Ltd.,  
General Agents for the West Point Build-  
ing Co., Ltd.,  
Hongkong, 10th January, 1905. [120]

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the SEV-  
ENTEENTH ORDINARY MEETING  
of SHAREHOLDERS in this Company will  
be held at the Company's Offices, Victoria  
Buildings, on MONDAY, the 30th January,  
1905, at 12 o'clock Noon, for the purpose of  
receiving the Report of the Directors together  
with Statement of Accounts for the year ending  
31st December, 1904.

The REGISTER of SHARES of the  
Company will be CLOSED from SATURDAY,  
the 21st January, to MONDAY, the 30th  
January, (both days inclusive), during which  
period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 10th January, 1905. [121]

THE KOWLOON LAND AND BUILDING  
COMPANY, LIMITED.

NOTICE is hereby given that the SIX-  
TEENTH ORDINARY MEETING  
of SHAREHOLDERS in this Company will  
be held at the Company's Offices, Victoria  
Buildings, on MONDAY, the 30th January,  
1905, at 2.30 P.M., for the purpose of receiving  
the Report of the Directors together with  
Statement of Accounts for the year ending 31st  
December, 1904.

The REGISTER of SHARES of the  
Company will be CLOSED from TUESDAY,  
the 24th January, to MONDAY, the 30th  
January, (both days inclusive), during which  
period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Invest-  
ment and Agency Co., Ltd.,  
General Agents for the Kowloon Land  
and Building Co., Ltd.,  
Hongkong, 10th January, 1905. [122]

## TRADE WITH THE EAST.

## BIG POSSIBILITIES FOR QUEENSLAND.

Mr. Forsyth, M.L.A., was seen by a representative of the *Brisbane Daily Mail* with respect to the new facilities which Messrs. Burns, Philip and Co. have decided to give with a view to encouraging Queensland trade with the East. For the past 12 months Messrs. Burns, Philip and Co. have been running the steamships *Gulhre* and *Althea* from Sydney. These vessels comprise the only direct line that run between Australia, Singapore, and the East. The first port of call after leaving Sydney, under the new arrangement, is Samarai, in New Guinea. New Britain is then touched at, and after that German New Guinea. Port Moresby, in British New Guinea, is the next port of call, and thence the vessels go to Thursday Island. A run is then made to the Dutch East Indies. The island of Banda is the next place visited, and after that Amboyna is reached. Thence the steamers sail for Macassar, the principal port of the large island of Celebes, and from Celebes the steamers go to Singapore.

If sufficient inducement offers later, Messrs. Burns, Philip may cause the vessels to call at Samarang, in Java, Bourbaya, Batavia, and thence go direct to Singapore. Mr. Forsyth points out that the North German Lloyd Company used to run a line of steamers over very much the same route, but now go to Hongkong instead. The Burns, Philip steamers are now the only line covering the route, outlined, and are prepared to make a reduction in freight for large shipments. Mr. Forsyth mentioned the fact that large quantities of South Australian flour are shipped from Adelaide to Batavia, from which place the product is distributed amongst the Dutch East Indies, by the Dutch East India Company. He thinks that the Queensland Government should use their best endeavours to foster trade in these markets. "It is practically a new market," he says, "to which, so far, little attention has been paid, and only small efforts made to secure a very large business which goes to other states.

The present service is not a regular one, but the vessel's start about every six weeks. To run a regular service, Mr. Forsyth states it would be necessary to get a subsidy from the Federal Government. At the present time South and West Australia run a line of vessels direct to Singapore, but the vessels plying from Sydney afford better facilities for trading on account of the ports touched at, which has lately been arranged. Mr. Forsyth is very favourably impressed with the possibility of Queensland developing her trade with the East, and thinks there is a big thing in it.

MR. JONES INTERVIEWED.

The State Commercial Agent for the East, Mr. Frederic Jones, when seen later on the matter, said:—

"I have arranged for a conference of the Queensland members of the Federal Parliament, who will be visiting Brisbane during the ensuing holidays, so that I can lay before them the results of my negotiations with Messrs. Burns, Philip and Co.

"Freights were my first consideration. At the rates agreed upon we shall be able to successfully compete with the Americans, who at present control the trade with the bulk of our everyday products. It will be an entirely new market for Queensland."

"Look at these orders," said Mr. Jones, at the same time producing a sheet of paper. Here are introductory lines which I have successfully placed for butter (canned and bulk) soap, leather, boots, flour, produce, condensed milk, hams and bacon, and with ordinary commercial enterprise, I am confident that we can secure a full share of the large business done in these lines, right through the Dutch East Indies and the Straits Settlements.

"The subsidy asked for is a reasonable one, and in return for the concession, it is stipulated that Brisbane shall be the headquarters of the line—that the docking of the steamers shall be done here, and the stores and coal supplied by our people. The last two items alone are worth to us more than our share of the grant.

"Of course the boats now manned by coloured crews will only employ white labour, if we make satisfactory arrangements. But Messrs. Burns, Philip and Co. have met me very fairly at every stage of the negotiations, and I am confident of a successful issue."

"Freights were my first consideration. The pain kept me awake at night. Life was robbing of all its pleasures. Pain? I was one mass of it, and any movement almost brought an 'oh!' from me! I read an article about a case similar to my own which had been cured by Dr. Williams' Pink Pills.

"Just below the knee-cap the Rheumatism settled most severely. The pain kept me awake at night. Life was robbing of all its pleasures. Pain? I was one mass of it, and any movement almost brought an 'oh!' from me! I read an article about a case similar to my own which had been cured by Dr. Williams' Pink Pills.

"I bought a bottle, and, after taking the contents, felt slightly better.

MR. NICHOLAS PRICE. Some people expect one bottle to work miracles, and if it fails, stop. But I bought another bottle, and when they had gone I felt better in every sense. I continued, with the result that today

I am better than I have been for years, notwithstanding my age (57)."

Mr. Price's "rapid cure" was due to the fact that Dr. Williams' Pink Pills for Pale People make now and pure blood. The genuine pills have cured Paralysis, Locomotor Ataxy, Rheumatism and Sciatica; also diseases arising from impoverishment of the blood, Scrofula, Rickets, Consumption, Anæmia; Loss of Appetite, Pains in the Back, and the many ailments distressing to ladies. These pills are tonic, not purgative. They are sold by chemists, and by Dr. Williams' Medicine Co., London, at 2s. 9d. a bottle, or six bottles 13s. 9d. Sufferers are invited to write to Dr. Williams' correspondence department, 46 Holborn Viaduct, London, with description of symptoms. Particulars of cures and local testimony can always be supplied. [120]

## COMMERCIAL

## FREIGHT.

In their report of 14th inst. Messrs. Lamke and Rogge state:—

The freight market during the past fortnight has remained in a firm position and, though the amount of business transacted is not very large, prospects continue fair with every promise of a good spring season. Taking into consideration the present limited outlet for tonnage, in consequence of the principal northern ports being closed and the southern rice markets not having opened yet, it cannot be denied that the rates paid for steamers, both trippwise and on time, are very good ones in comparison to former years and with the season further advanced, a vast improvement on the present state of things is more than probable.

As to Saigon/Hongkong business, Chinese still contest themselves with shipping small parcels by their own boats and the present meagre arrivals of new grain do not warrant taking up full steamers. Apart from that, the rice is too fresh to be fit for shipment and chartering will not be in full swing until well after the Chinese New Year, say in about a month from date. Closing quotation stands at 15 cents per picul.

From Saigon to Java ports a couple of fixtures are on record at 32 cents per picul and, in fact, some of the regular liners might temporarily be had for other work. Owing to the approach of the Chinese New Year, all the mills are gradually stopping work and there will be no rice for shipment until the latter end of February. However, as already mentioned in a former issue, quite an exceptionally large crop is expected and a fair amount of chartering is likely to come to pass later on.

Bangkok business is at a complete standstill and, in fact, some of the regular liners might temporarily be had for other work.

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

## WINE AND SPIRIT

## MERCHANTS.

ESTABLISHED  
1841.

## ALEXANDRIA BUILDINGS.

## EXTRACT:

"I HAVE TAKEN PLEASURE  
IN PRESENTING YOUR BRAND  
(WATSON'S CELEBRATED E.  
BLEND) AS THE FINEST  
SCOTCH WHISKY I COULD  
PROCURE."

A. S. WATSON & Co.,  
LIMITED,  
ALEXANDRIA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

NOTICE  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Manager will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$10 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is acceptable to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## BIRTH.

At Race Course Road, Singapore, on 7th instant, the wife of JOHN BHEEM of a son, (stillborn).

## MARRIAGE.

On the 30th Nov. at the residence of P. J. Stoffers, Esq., Lahat Datu, British North Borneo, by the Rev. W. H. Elton, Joli, C. STODERS of Lahat Datu to ANTOINETTE W. H. de Graaf of Amsterdam.

## DEATH.

On 7th Dec. at Lanside House, Gomersall, FREDERIC HENRY STEELE, KINDER aged 5 months, the beloved son of Frederic Thomas and Edith E. Kinder.

WALTER NIVES MOREHOUSE, Commissioner of the I. M. Customs, late of Iappa, Macao, died at Florence on the 15th December, 1904, of Bright's disease, in his 57th year. Deeply regretted. North-China papers, please copy. [338]

## The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 16, 1905.

## A GREAT SHIPPING CONCERT.

The intimate connection which the P. & O. Company has for the last forty years maintained with the Far East, and the commanding position which Sir Thomas Sutherland, the chairman of the company, holds in affairs of international concern, gives an interest and importance to the annual meeting of the concern such as few other meetings enjoy. In the Far East especially it is recognised that the best evidences of general prosperity are to be found in the returns of these shipping companies which carry the balance of trade between this part of the world and Europe. Fortunately, on this occasion, the report submitted by Sir Thomas Sutherland was of an almost uniformly satisfactory character.

After referring to the principal items affecting shareholders, the increased tonnage at the service of the company, the loss of the *Australia*, and the new contracts entered into for additional vessels of high cargo capacity, the chairman went on to deal with matters which are of vital interest to residents in the Far East. The attitude of Australia in refusing to enter into mail contracts with companies employing coloured labour may, in the end, it would appear, redound to the advantage of traders in the Far East. For should the protectionist policy of Australia prevail, and the inimical attitude of Australian politicians continue, particularly with regard to over-sea shipping, the P. & O. Company may have to consider the advisability of dispensing altogether with the Australian mail contract, and divert their splendid line of steamers, now running to the Australian colonies, to a direct service between England and China and Japan. In this connection, the words of Sir Thomas Sutherland are most suggestive. He said: "In China and in Japan there is a great opening taking place, and taking place very rapidly. I am by no means sure that the P. & O. would not have a larger field—certainly they would have a more economical field—for their operations in carrying out a direct line with China and Japan than they have at the present moment in connection with the Australian colonies." And at a later stage he again referred to the increasing prosperity in the East. He remarked that as times went the P. & O. had enjoyed a good year, but the new financial year on which they had entered seemed to offer even brighter prospects, for he thought that there were indications of a larger trade not only in India, but also in China, Japan and Australia. He repeatedly returned to this point of the Eastern trade, and made an interesting point. The Company, as most people here will remember, lowered their fares to China and the Far East when the Siberian railway became an accomplished fact. Although the war followed, and the Durbar traffic had vanished, it was not thought necessary to increase the rates. Yet there had been an increase on the returns of £20,000. The question of "conditional contraband" was dealt with in connection with the *Malacca* incident, and it was hoped that the subject would be dealt with at the next Hague Conference. Sir Thomas admitted that a claim had been presented to the Russian Government for the unjustifiable seizure of the *Malacca*—a claim so moderate that he did not think it wise to mention the amount because the shareholders might consider it too moderate. In a thoughtful reference to the advance of Japan in material wealth and strength, the chairman held that no matter how England admired Japan as an ally, they must not lose sight of the fact that Japan has been, and will be, one of the most de-

termined competitors of the commerce of Britain and all Western countries. He cited the single case of lucifer matches—the trade in which had been entirely appropriated by Japan so far as the East was concerned—and maintained that by means of subsidies and bounties, by means of cheap labour, and by a great mineral wealth Japan would strain every nerve to make herself felt in all the commercial markets of the world. As regards the Company outsiders may take it as a sign of progress when we learn that 62,000 tons have been added to the fleet during the year at a cost of £1,700,000; that two new steamers of 8,000 tons each are being built; that the loss of the *Australia* has been written off; and that £500,000 was allowed for depreciation. Those in the East, who have come to look upon the P. & O. steamers as people at home come to look upon suburban trains, who have followed the work of Sir Thomas Sutherland since those early days when he was actively engaged in opening up the East, will recognise that the veteran chairman of the P. & O. has lost none of his vigour or grasp of affairs. In a passage that proved extremely effective, he recalled the days, forty years ago, when he was responsible for opening up the first regular steam communication with Japan, Hongkong has reason to remember the labours of Sir Thomas Sutherland; for it was he who was in no small degree responsible for the building of the docks at Hongkong, and to his energy has also to be attributed much that brought about the formation of the Hongkong and Shanghai Banking Corporations—Institutions which have each in its own way contributed to the greatness of the port.

## LOCAL AND GENERAL.

THE English mail of the 17th December was delivered in London on the 14th inst.

MESSRS. ARNOLD, KARBERG & CO., as agents for the Prince Line of steamers, forward us a calendar for 1905.

INSPECTOR W. FINCHER, Sanitary Department, has just returned to this Colony, after twelve months' leave of absence in Australia.

THE SUCCESSOR to Sir William Meigh Goodman as Chief Justice of Hongkong is an enthusiastic golf player besides the author of many works on law, and Japan.

CAPTS. P. PEACOCK, R.M.A., G. F. MULLER, and J. GORVER, R.M.L.I., have been appointed as Intelligence Officers at Colombo, Hongkong and Singapore respectively.

THE NUMBER of cases of communicable diseases notified as having occurred in the Colony during the week ended 14th inst., was as follows:—plague 3 (fatal), enteric fever 5 (3 fatal), relapsing fever 2, small-pox 7.

H. WEISSMAN, proprietor of the Cafe Weissmann, in Queen's Road, charged his coolie with stealing sixteen eggs, which were found secreted among a basket of rubbish. Mr. Gomperz sent the coolie to three weeks' hard labour, and six hours in the stocks.

THE FOLLOWING is the return of visitors to the City Hall Library and Museum for the week ending the 15th January, 1905:

Library Museum,  
Non-Chinese..... 278 122  
Chinese..... 111 1,688  
Total..... 389 1,810

LI KA SUI, the captain of the robber band which a short time ago mauraured a small town near Canion, terrorizing and robbing the inhabitants, besides murdering some of them, was arrested at the instance of Captain Young of the Canton guard and placed before Mr. Gomperz this morning for extradition. Evidence of the arrest was taken, and the case remanded.

TO PAK FUNG, an ex-student of Queen's College, has been going about among the poorer natives, representing himself to be a rent-collector, and has induced them to part with various sums of money. He was this morning arraigned at the Magistracy before Mr. Gomperz by Sergeant Watt, on two charges. These were proved and he was sent to four months' hard labour and six hours in the stocks on each charge. He had also to face the further charge of refusing to pay his ricksha-hire, and was fined \$5 or 14 days.

THIS MORNING Mr. F. A. Hazeland gave his decision in the matter of the application of Mr. Gedge, of Messrs. Johnson, Stokes and Master's office, for a re-hearing of the case in which the firm of Lutgens Enstmann and Co. was fined \$1,000 on Saturday for importing and landing arms without a licence. His Worship said he would grant a re-hearing, and set the case for this week. Mr. Gedge said that if His Worship would hear him now he could dispose of the case in a few minutes, but His Worship said it was impossible; he would hear the case on the 23rd inst.

TO PUI WING, a shopkeeper, was this morning placed by Inspector Langley before Mr. H. H. Gomperz, at the Magistracy, on three serious charges. The first was the larceny of \$60, the property of Lo Yun, of 156, Des Vaux Road, of which sum the said To Pui Wing was bailee; the second was obtaining \$200 by means of false pretences from Ng Yan Po, of 77, Queen's Road West; and the third charge was obtaining \$500 by means of false pretences from Ling Chi Hing, of 15, Bonham Strand, East. The hearing of these charges was remanded for a week.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

## SAILORS' AND SOLDIERS' HOME.

## CONCERT AT THE CITY HALL.

The admirable band of H.I.G.M.S. *Furst Bismarck* gave a most successful concert of high class music at the City Hall on Saturday evening, in aid of the funds of the Sailors' and Soldiers' Home. Considering the object of the entertainment, and the reputation of the orchestra, which is so ably conducted by Habshoibz G. Stolle it is regrettable that there was such a poor attendance, for the performance was probably the very best of the successful series of concerts given in Hongkong under the same auspices. The audience, however, small as it was, had come to listen, and every bar and note was followed with rapt attention.

The programme was as follows:—

## PART I.

Overture..... "Raymond"..... A. Thomas  
Introduction "König Manfred" V. Act Keickecke,  
Fantasie..... "Traviata"..... Verdi,  
Steerman's Song and Chorus of Sailors  
"Flying Dutchman"..... Wagner.

## PART II.

Overture..... "Don Juan"..... Mozart,  
(a) "Smart very smart"..... Gillette,  
(b) Entract..... "Mignon"..... Thomas  
(String-Quartetts)  
Grand Fantasie "Lohengrin"..... Wagner,  
(By Request.)

(a) Marches "Highland Laddie,"  
(b) Fehrbelliner Reitermarsch

Trumpet Fanfare..... Henrion.

The opening item, with its delicious *motif*, was rendered in really exquiste style, as was also the somewhat dirge-like introduction to the fifth act of *Manfred*. In response to the enthusiastic plaudits of the audience both the fantasias and airs from *Traviata*, and the entracte from *Mignon* had to be repeated. The latter, arranged as a string quartette, was treated in the most expressive and appealing manner. It was preceded by a dainty morceau, "Smart very smart" for muted strings, and this proved one of the tibits of the evening. A grand fantasie on *Lohengrin* (by Request) was given with all the vigour and passion the piece demands. The programme concluded with a trumpet fanfare given in regular military fashion. Though novel and striking, there was just a little too much blare.

The concert was really a great musical treat, and we hope that the next time the orchestra ventures on the Hongkong concert platform its undoubted merits will meet with a greater share of public recognition.

## REFUSING TO TAKE DELIVERY.

## INTERESTING CASE.

At the Supreme Court this morning, before the Chief Justice, (Sir Henry S. Berkeley) Mr. H. W. Calthrop (instructed by Messrs. Deacon, Looker and Deacon) proceeded *ex parte*, leave having previously been obtained on behalf of

Messrs. Melchers and Company, who claimed damages from the Chang Fung Wing firm, of 282, Queen's Road Central for non-acceptance of goods ordered under contract.

The defendant firm was unrepresented.

Mr. Calthrop said there were a large number of contracts entered into between the parties from the 6th March, 1902, down to June 1904. There had been previous dealings with them, and the method was that the broker of the plaintiffs used to go round for orders. The defendants used to give an order, with their chop on it, and then they used to put in the price which they were willing to pay. It was then brought back to the plaintiffs who put their chop on it. Afterwards they saw whether they could sell the goods at that particular price, and if so, the order was returned to the defendants, who chopped it again and the contract was complete. If the goods, upon arrival, were not taken away from the godown within a specified time, included in the contract, the seller was to be at liberty to dispose of the goods, and the buyer was responsible for the difference between the selling and buying price. Notice was always given to the defendants of the arrival of the goods, and that they were lying in the godown, pending acceptance. In most cases, however, it happened that the defendants refused to accept, and kept on delaying, though in the case of some contracts they did take delivery.

Mr. A. W. Lamperski, assistant manager of Messrs. Melchers and Company, was called to prove the system. The contracts produced were signed by the defendants, and had not been carried out. When goods arrived, his firm always notified the defendants by special letter, announcing that they were ready for inspection. Messrs. Melchers had imported for the defendants on these contracts goods to the value of \$8,119.64, which was inclusive of godown and insurance expenses. The goods not being taken delivery of they sent them to be sold by auction, and they realised \$5,135.

Mr. Calthrop said this left a balance due to the plaintiffs of \$3,054.64, which amount they claimed, with costs.

His Lordship entered judgment for the amount claimed with costs.

## THE HARBOUR PIRACY.

WONG HI, NG KAM, and KWOK CHEUNG were charged before Mr. Gomperz, at the Magistracy this morning, with boarding the passenger boat *San Fu Li*, No. S. 860, armed with revolvers, daggers, etc., and there robbing Kwok Shun Chi, the master, of \$1,700 in money, and \$139 worth of jewellery, in the waters of this Colony, under circumstances already recorded in these columns. Formal evidence of their arrest having been taken, the men pleaded guilty, when, at the instance of Chief Detective Inspector J. Hanson, the case was remanded for one week.

THEFTS by servants are of daily occurrence, and the necessity for a proper system of registration of servants is becoming evident, says the *S. & P. Press*.

## SHIPPING JETSAM.

## WRECK OF THE S.S. "WORKFIELD."

It is notified in a *Gazette Extraordinaire* issued this afternoon that the wreck of the British steamer *Workfield* referred to in Local Notice to Mariners No. 45, now lies in about 15 fathoms at low water spring tides, Cape of Good Hope bearing N 22° W 12 miles. The fore mast showing 18 feet and the main mast 12 feet above water.

The s.s. *Ascol*, which called here for a few coolies on her way to Durban, arrived at the latter port, on the 12th inst. There were two deaths among the coolies *en route*.

The British steamer *Neptune*, Capt. Henderson, has arrived at Singapore from Cardiff with 4,637 tons of coal consigned to Hongkong. She touched at Durban *en route*.

The Captain of the German steamer *Manila*, which has arrived at Singapore from Labuan, reports that when he left Labuan the Japanese scouts *Hongkong Maru* and *Nippon Maru* were cruising off that place.

The s.s. *Ascol* goes into dock for an outside clearing, on Wednesday, after which she will proceed to Chinawantao for coolies, being followed in a few days by the s.s. *Inkula*, the last steamer chartered for the run, which will call at Chefoo and Chinawantao.

The collier *Mars* has arrived at Singapore from Barry-in-Furness, and stated she is en route for Bangkok. According to the *Straits Echo*, the ship's papers showed that she is bound for Vladivostok, so she has been detained for inquiry and has been denied coal or water.

Captain Berryman, master of the steamer *London Bridge*, which has arrived in Bombay, reports that he was stopped at Gibraltar where his coal was bought by the British fleet. Interviewed by the *Indian Daily News* he says that other steamers with coal were also stopped, the supply at Gibraltar having apparently run low.

The s.s. *Cranley*'s coolies are to be removed to-morrow to the s.s. *Swanley*, which will be used as a temporary isolation station. After completion of the term of quarantine, provided no new cases occur in the meantime, the coolies will be retransferred to the *Cranley* which will then resume her interrupted voyage to Durban.

The dividends for 1904 of German steamship lines at present are estimated as follows:—Hamburg-American Line, 8—10 per cent.; Nord-Lloyd, 6 per cent.; Hamburg-South America Line, 7 per cent.; Kosmos Line, 10 per cent.; Deutsch-Australia Line, 7—8 per cent.; Deutsch-East Africa Line, 1 per cent.; Deutsch-Levante Line, 4 per cent.; Hansa Line, Bremen, 8—10 per cent.

STOWAWAYS.

Inspector Langley placed thirteen Japanese, nine women and four men, before Mr. Gomperz at the Magistracy, charged with stowing away on the s.s. *Macquarie*, and obtaining passage to this port. They said they obtained the consent of the chief officer and the steward to come here from Moji.—C. W. Elliot, chief officer of the s.s. *Macquarie*, testified to finding the stowaways in various parts of the steamer, the day after they left Moji. One of the men offered to give witness \$10 to let them all go. St. John George, master of the steamer, stated that the accused had not his sanction to come on board, nor the sanction of anyone on board with his authority.—His Worship said he understood from the police that the accused were prepared to pay their passages.—Witness said if they would guarantee to pay he would not press the charge.—The case was then remanded, to obtain the evidence of the chief steward.

Another coolie living at No. 31 Third Street gave similar testimony, and said that deceased was his uncle. On the 10th inst. P. C. 380 took him to the mortuary to see the dead body of Cheng Tung, and he there identified it to the constable as that of his uncle.

## TELEGRAMS.

[Reuters.]

## The Supplementary Baltic Squadron.

LONDON, 13th January.  
Admiral Botrovsky's squadron will leave Sucz to-day.

LATER.

Admiral Botrovsky's squadron has left Sucz.

## The United States Steamship Subsidies.

The Commerce Committee of the Senate has increased the maximum subsidies, reported in the telegram of the 8th instant, to £80,000 for a monthly, and £160,000 for a fortnightly service from the Pacific coast to China, Japan and the Philippines.

## Russia and China.

Russia has sent a circular to the Powers complaining of China's violations of neutrality since the war began, and claiming the right to act in accordance with her own interests in the matter of the neutrality of China.

## Mr. Balfour on British Army and Navy Reform.

Mr. Balfour, speaking at Glasgow, dwelt on the achievements of the Government in the direction of Army and Navy reform; he said that the real problem of the British army arose at the point where there was a possibility of it, alone, coming into conflict with a great military empire; the problem of the Army was the problem of the defence of Afghanistan; the changes in the War Office would enable us to intervene more effectively in any contest on the north-west frontier of India; moreover, under the strong grasp of Lord Kitchener the forces in India were being reorganised so as to add enormously to their efficiency without a material addition to the numerical strength of the Army. The new field gun was the most powerful in the world.

The result of the naval changes was, that the fighting power of the fleet during the first twenty-four hours of hostilities had been augmented threefold.

## Russian Activity.

14th January.

The whole of the Russian cavalry, recently formed into one enormous force under General Mistchenko, is displaying considerable activity; a detachment has damaged the railway between Naiching and Anshanchan, and between Yingkow and Tashichao, on the Japanese line of communications:

[According to a Japanese Consular telegram printed in our columns on Saturday the damage to the railroad was immediately repaired.—Ed. H.K.T.]

## Russian Finances.

The Russian Minister of Finance has issued a Budget statement. The estimated expenditure for 1905 shows a decrease of 65,500,000 roubles as compared with 1904; the decrease is chiefly in the Departments of Finance and Communications. Roubles 10,000,000 have been assigned to doubling the Siberian railway and roubles 1,800,000 for extra expenditure on the Trans-Baikal line. Everything is calculated to strengthen confidence in the finances of Russia, whose monetary system and national economy are unshaken after eleven months of war.

## SUMATRA AND BORNEO TOBACCO.

Members of the tobacco trade are to be brought in closer touch with each other by the publication of a quarterly review which is to provide the Colonies not only with the trade news of the home country, but of their sister Colonies and dependencies, and of foreign countries. The first number of the journal, the *Tobacco Colonial Quarterly*, reaches us from the editorial and publishing offices at Mountain Station Buildings, London, and from a sheaf of valuable interesting, we clip, the following items, which should be of interest to many of our readers:

The statistics for the 1903 crop of tobacco from Sumatra and Borneo are now to hand. Perhaps the most noticeable feature of the general situation is that although the crop is the largest on record, exceeding last year's by between 6 and 7 per cent, not one bale of leaf remains unsold. This fact, coupled with the firmness shown at all the autumn sales, and with an advance of about 10 per cent in the price of the Sumatra crop, and of about 18 per cent in that of the Borneo crop, points to a very large increase in consumption, and augurs well for next season.

The British Deli and Langkat Tobacco Company, Ltd., sold 5,069 bales at an average of 80 cents, or 1s. 4d., against 5,020 bales or 70 cents, or 1s. 3d., for last year; and the Serdang Tabak Maatschappij realised 68 cents, or 1s. 1d., for 4,783 bales, against 66 cents, or 1s. 1d., for 4,920 bales. The Sumatra Tobacco Plantations Company, Ltd., sold 823 bales at 57 cents, or 1s. 1d., against 648 bales, with an average of 69 cents, or 1s. 2d. This company, it will be remembered, sold its estate this year to a Dutch company.

When we come to Borneo, England shows as great a pre-eminence as does Holland in Sumatra. Three English companies account for about five-sixths of the entire Borneo crop. First in point of quantity comes the New London Borneo Tobacco Company, Limited, with 6,905 bales, sold at an average of 57 cents, or 1s. 1d., against a crop of 5,285 bales and an average of 53 cents, or 1s. 1d., for last year.

## SATURDAY'S SPORT.

## CRICKET.

Following are the scores in some of the matches played on Saturday:

H.K.C.C.—Sub-Lt. Bo'low, R.N., b Lumden 35, T. E. Pearce, 1. Lumden 9, C. H. Macky, not out 71, Com. Bennington, R.N., b Herton 16, Capt. P. G. Davies, A.O.D., 1.b.w., Walter Dixon 5, H. Hancock (capt.), b Heron 18, Major Chichester, C.S.O., b Herton 9, R. E. O. Bird, not out 17, Extras 11, Total 182.	Gloria ... 4. 47 20 4. 33 20
Coin. T. Shelford, R.N., E. H. Morell and W. Daniel did not bat (innings declared 182).	Alannah ... 4. 57 0 4. 50
Kowloon.—Lt. P. N. Heath, C. H. Hancock, b Pearce 47; G. Lightfoot, b Bird 1; Lieut. Airy, 114th M., b Morell 0; Lt. Lumden, R.N. (capt.), c sub, b Chichester 72; Capt. Smith, A.O.D., not out 29; Walter Dixon, c Chichester, b Davies 0; Lt. Duncan, R.A., not out 1; Extras 10; Total 160.	Payne ... 5 3 5 4 41 5
Parke, Butcher, Lt. Doran, A.S.C., and Heron did not bat.	CORINTHIAN YACHT CLUB.

H.K.C.C. "A"—H. R. Wells, b Crump 0, E. A. Fowler, b Crump 0, A. Mackenzie, c Rivers, b Traynor 0, C. Olliffe, b Crump 0, J. Hooper, c Thomas, b Crump 0, F. H. Kew, b Traynor 3, D. H. Horley, c Traynor, b Crump 6, F. G. Gray, c Marriott, b Crump 2, F. J. Gipson, c and b Traynor 0, Spencer, not out 5, Extras 7. Total 23.

83rd Co. R.G.A.—Br. Rivers, c Wells, b Gipson 5, Br. Oliver, b Gipson 3, Br. Johnson, c Sub, b Fowler 13, Br. Crofts, b Gipson 9, Gr. Crump, b Gipson 4, C. S. M. Thomas, b Horley 8, Sgt. Marriott, b Gipson 7, Sgt. Miller, b Harley 5, Cpl. Bush, c Hooper, b Gipson 0, Sgt. I. ongbottom, not out 17, Sgt. Traynor, c Olliffe, b Gipson 4, Extras 16. Total 91.

H. K. P. R. C. and XI.—McHardy, b Brett 3, Cooper, c Craig, b Brett 0, Mackay b Brett 2, Wilkins, b Brett 0, Hutchison, b Andrews 5, Baker, run out c Andrews 2, Routledge, b Brett 2, Grant, run out, b Brett 0, Parr, c Brett, b Andrews 1, Lee, not out—Walker, c Brett, b Goldsmith 6, Extras 5. Total 32.

Civil Service 2nd XI.—Andrews, b Cooper 19, Hoggart, leg before, b Mackay 11, Robins, b Mackay 25, Craig, b McHardy 26, L. E. Brett, b Cooper 0, Smith, c Parr, b Mackay 3, Brown, b Cooper 19, Goldsmith, not out 13, Gast, b MacHardy 0, Allen, run out 17, Extras 13. Total 146.

Police.—Pitt, c Tilburn, b Whiles 0, Winter, c Smith, b Meldrum, 1. Edward, c Ogle, b Chesney 63, Kent, c Tilburn, b Meldrum 9, Lander, b Chesney 48, Langley, c and b Ogle 0, Shepard, b Chesney 0, Waterer, not out 12, Clyde, not out 2, Extras 15. Total 150.

Fowler and Kerr did not bat.

R.E.—Smith, c Pitt, b Kerr 10, Meldrum, b Kent 23, Chesney, c Clyde, b Shepard 14, Tillman, c Fowler, b Kerr 2, Ogle, c Pitt, b Shepard 4, Whiles, not out 16, Glassbrook, b Kent 0, Calderbank, leg before, b Shepard 7; Lammert, o, Edwards, not out 1, Gilchrist, b Pestonjee 1, Snitter, st Basa, b Lammert 4; Extras 15, Total 117.

R.A.M.C.—Lt. Harvey, c. Kinnaird, b Pestonjee 70, Wilson, c Basa, b Brown 10, Lt. Rankin 23, c. Brown, b Pestonjee 0, Major Sparkes, c. Lammert, b Ford 1, Seacle, b Pestonjee 2, Lt. Craig, b Pestonjee, 9, Major Hegenstall, c Pestonji, b Lammert 4, Johnson, b Basa, b Lammert, o, Edwards, not out 1, Gilchrist, b Pestonjee 1, Snitter, st Basa, b Lammert 4; Extras 15, Total 5.

Craigengower, C. C.—J. D. Kinnaird, b Rankin 73, A. O. Brown, c Sparkes, b Harvey 76, L. E. Lammert, c Craig, b Harvey 1, R. Pestonji, c Hegenstall, b Rankin 0, R. Basa, c Gilchrist, b Rankin 8, L. A. Rose, not out 16, Extras 5. Total for 5 wickets 131.

M. E. Asger, E. S. Ford, J. L. Stuart, Leo d'Almada Castro and E. Roza, did not bat.

## FOOTBALL.

The following have been chosen to play for the Club in the Rugby match against H.M.S. *Ocean* at Happy Valley on Tuesday, 17th inst., 4.45 p.m.:—Back:—J. A. F. Bouchier; Three quarters:—A. S. Kemphorne, G. D. Bateman, Lieut. Hanney and S. O. Else; Halves:—J. Clark and H. Soper; Forwards:—Lieut. Rankin, Lieut. Duncan, Lieut. Holden, N. P. Dudley, J. Hannon, D. B. Murray, H. G. C. Bailey and A. F. Chard.

The following are the brief results of matches played on Saturday:—

H.K.F.C. 1 goal.—Taikoo F.C. 1 goal.

Naval Yard 4.—V.R.C. 1.

West Kents 1:—R.E.'s nil.

A.O.C. 1:—Y.M.C.A. nil.

## YACHTING.

THE GOVERNOR'S CUP.

The second race in connection with the Governor's Cup, for English rigged Royal Hongkong Yacht Club cruisers, was sailed on Saturday over a 22-mile course with the following result:—

Yacht. H. M. S. Corrected.

*Altn* ... 4. 29 5 4. 18 5.

*Fleisch* ... 4. 30 45 4. 28 45.

*Dione* ... 4. 31 10 scratch.

*Kathleen* ... 4. 35 25 4. 24 25.

*Allen* ... 4. 38 5 4. 34 5.

*Colleen* ... 4. 39 5 4. 28 5.

*Chanticleer* ... 4. 39 15 4. 23 15.

*Horatio* ... 4. 44 40 4. 33 40.

*Vernon* ... 4. 44 50 scratch.

*Itali* ... 4. 45 13 4. 52 13.

## SATURDAY'S SPORT.

## CRICKET.

Gloria ... 4. 47 20 4. 33 20.

Alannah ... 4. 57 0 4. 50

Payne ... 5 3 5 4 41 5

CORINTHIAN YACHT CLUB.

This promising club has come rapidly to the front, and on Saturday the opening cruise took place, and the first race was decided over a course of 8½ miles. The result was as follows:—

*Gael* (ailed by Mr. McIver), ... 1.

*Vind* (Mr. E. M. Hazelant), ... 2.

*Astaire* (Mr. J. Hard), ... 3.

POLO.

At a special meeting of the Hongkong Polo Club, held at the Club Pavilion, Causeway Bay, on Saturday, Capt. Nugent, (Hon. Secretary) announced that Government had refused the Club's application for an extension of ground to the east, on account of the great (about \$1,000) expenditure which would be necessary to clear the ground.—The question of allowing ladies to play golf on the Polo ground on off days was then discussed. It was unanimously decided that such permission be refused.

With respect to the proposal to confine games to China ponies, it was decided that after the closing of the ground in June next all tournament matches be played on those ponies; that the present other mounts (walers and country breeds) now in use be allowed in ordinary games and friendly matches. This decision is to be wired to regiments coming to Hongkong in the immediate future.

## NAVAL NOTES.

## HEALTH OF THE NAVY.

The number of cases of disease and illness in the Royal Navy for the whole of 1903 shows a decrease 29.56 per 1,000.

The total number of cases of all kinds, and embracing the whole 12 months are necessarily large (any one man having been perhaps medically attended several times during that period). These cases for that year were 83.15 per thousand. Invaliding has happily fallen to a lower figure. The ratio of the total force was 24.03 per 1,000, a decrease of 5.93 as compared with 1902. The death rate is also most favourable to be compared with 1902 and shows a decrease of 1.73 per 1,000. The total deaths for the Royal Navy during 1903 was 4.19 per thousand, which is the lowest for the last 37 years. Only two wounds received in action, one of which proved fatal, were recorded, both being in Durbo in Italian Somaliland. They were landed to punish a native Chief for the shooting of an Italian Lieut. During the action Lieut. Gaunt C.M.G., R.N., who commanded the force, was shot through the thigh and a marine killed by a shot through the head. The health returns are briefly as follows:—3 cases of small-pox as against 14 in 1902; 15 per thousand were due to enteric fever (a slight increase). The total of deaths were, however, 7 less than the previous year. The China Station reports 2 cases of plague, some of which were fatal. There was one case of cholera. The Mediterranean Station had the lowest sick rate. There were 17,295 cases of wounds and injuries and 129 deaths as compared with 16,889 wounds and 225 deaths for 1902. The fatal cases were:—Burns and scaldings 7, heat, and sunstrokes 6; injuries 23; suffocation from submersion 75; choking with food 2; poisonous gases 2; local injuries accounted for 15,605 cases and 16 men committed suicide. On the whole the report is extremely satisfactory.

## MATTERS OF CUISINE.

A Special Committee is trying to devise a means of improving naval cookery. By the new rations system, Jack gets a greater variety of food, though no better method of preparing it has been introduced. In some foreign navies bread is baked aboard ship. Only two of our men-of-war—the *Swiftsure* and the *Triumph*—have bakeries, and in both of these ships experiments are now being conducted with a view to finding out whether it is possible to provide a ship's company with a regular supply of fresh bread. Sailors like "soft tack" much better than they do sea biscuit, and though the bread produced in the ovens of the *Swiftsure* and the *Triumph* might not please a fastidious palate, the men are delighted with it. Whilst Army cooking has improved immensely, that of the Navy remains as imperfect as ever. Nor can there be any change for the better until the preparation of the men's food is left to experts instead of to the cooks of the messes, who are hauling on a tackle one hour and preparing a dinner the next.

PROBABLY INFERIOR.

A representative of a home paper, who inquired of several diamond brokers in Hatton Garden, was told that on the limited information supplied by Sir Charles Jessel little importance could be attached to the discovery. Even if the new field were found to be valuable, said a representative of Messrs. J. Cohen and Sons, "it would not affect the price of diamonds in the open market, which is controlled so absolutely by the De Beers ring. Borneo is quite unknown as a diamond producer, and I think it will be found that the kind of diamonds now discovered are similar to the small inferior stones produced in Australia and British Guineas, which are generally too hard to pay for the cutting."

THE WEATHER.

The following report is from Mr. J. I. Plumier, Chief Assistant of the Hongkong Observatory:—

On the 16th at 11.25 a.m. The barometer has fallen slightly over and around the Eastern Sea, and has risen elsewhere.

Gradients are slight upon all the coasts of China and light NE. monsoon will prevail both in the Formosa Channel and in the China Sea.

Forecast:—Moderate E to NE winds, cloudy, fair.

The tariff reformers have resolved to provide themselves with a club. The preparations for its establishment have been going on for some time, and it will be opened in handsome premises in Piccadilly early in the new year. There should be no difficulty in obtaining plenty of members for the club, and its social distractions will afford some relief from the monotony of the fiscal controversy. It is hoped that at home that all tariff reformers who remain members of certain Liberal clubs, though their views are inconsistent with the principles on which these institutions have been provided, will take themselves to the new club.

## "SHELL" TRANSPORT REPORT.

On the 14th ult., the report of that important concern, the "Shell" Transport and Trading Company, reminds the shareholders that in the document issued to them in September last the figures for 1902 were then assessed as overestimated to the extent of £11,292. All differences in the accounts of that year have been merged in the accounts now presented as for 1903, the profits of which are diminished to £1,000, and the extent that those of 1902 benefited. Including the amount brought forward from 1902 there stands to the credit of profit and loss account £339,330. After deduction of management expenses, dividend on Preference shares, allocation of £84,000 as provision for depreciation on steamers and installations, writing £10,000 from the cost and expenses of the Preference shares issue, and writing £1,500 from American expenses, the

## Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT,  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"IDOMENEUS"	21st January.
GLASGOW and LIVERPOOL	"TYDEUS"	24th January.
GLASGOW and LIVERPOOL	"PAKLING"	25th January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January.
S.S. "IDOMENEUS" left Singapore on the afternoon of the 13th inst., via Saigon, and is expected to arrive here on the 21st.		

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"HECTOR"	19th January, noon.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	22nd January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
* Taking cargo for Liverpool at London rates.		

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>etc.</i>	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th January, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"HUNAN"	17th January.
SHANGHAI	"FOOCHOW"	17th "
MANILA	"TAMING"	17th "
YOKOHAMA and KOBE	"TSINAN"	18th "
SHANGHAI	"TIENTSIN"	19th "
MANILA, PORT DARWIN, THURS.)	"TAIYUAN"	23rd "
DAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SUNGKUANG"	24th "
CEBU and ILOILO	"YUNON"	

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 16th January, 1905.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Jan., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOME & CO.,  
GENERAL MANAGERS.

Hongkong, 14th January, 1905.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

About

Steamship "RAS ISSA" ..... 30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOME & CO.,  
General Agents.

Hongkong, 6th January, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,570	Brehmer	January 23rd, 1905.
"ARABIA"	4,483	Bable	February 13th, "
"ARAGONIA"	5,198	Schuldt	March 5th, "
"NICOMEDIA"	4,370	Wagner	March 31st, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand FIRST-CLASS WRITING AND PRINTING PAPERS, and STATIONERY of every variety.

Hongkong, 24th November, 1904.

104.

## Shipping Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Only qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## Shipping Steamers.

IMPERIAL GERMAN MAIL LINE,  
NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND  
YOKOHAMA.

THE Imperial German Mail Steamship

"ZIETEN."

Capt. F. von Binter, due here with the outward German Mail about THURSDAY, A.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.

Hongkong, 14th January, 1905.

[18]

NIIPPON YUSEN KAISHA.

(TRANS-PACIFIC SERVICE)

FOR VICTORIA, B.C., AND SEATTLE,  
WASH., VIA SHANGHAI, MOJI, KOBE  
AND YOKOHAMA.

THE Company's Steamship

"IYO MARU."

Captain S. J. G. Parsons, will be despatched at 4 P.M. on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 5th January, 1905.

[19]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queens-  
land Ports, and taking through Cargo  
to Adelaide, New Zealand, Tasmania, &c.)

Hongkong, 10th January, 1905.

[20]

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ..... \$3.00 for Single Journey.

2nd Class ..... 1.50

Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,  
No. 216, Wing Lok Street.  
WENDT & CO.,  
Canton Agents.

Hongkong, 24th June, 1904.

[21]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

CAPTAIN E. J. PAGE, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. "Perseverance's" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return ..... \$3.00, " \$5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.,

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

[22]

HONGKONG-MACAO LINE.

NOTICE TO CONSIGNEES.

S.S. "WING CHAI,"

Captain T. Austin, R.N.R.

Hongkong, 24th June, 1904.

[23]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, HAMBURG  
AND LONDON.

THE Steamship

"DENBIGHSHIRE."

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 14th January, 1905.

[24]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

THE Steamship

## Intimations.

Passengers arrived.

Per *Glenfallach*, from Singapore—440 Chinese.  
 Per *Orange*, from Bangkok, &c.—Mr. Einar Müller, and 8 Chinese.  
 Per *Petchaburi*, from Swatow—Mr. Pearl, Mr. Fritz Wirsbaum, and 9 Chinese.  
 Per *Hochim*, from Swatow—Dr. and Mrs. Wissenberg, Messrs. Ng Yuen Yip, Mr. A. Kozaak, V. Wong, Sing, and 62 Chinese.  
 Per *Titan*, from Australian Ports—Mr. and Mrs. Maginn, Mrs. Kiharde, Mrs. Ross, Mr. and Mrs. Fincher and a child, Miss Agnes, Miss Viss A. Naughton, Capt. Innes, Messrs. G. Bretton, H. Roxburgh, Watson, Duval, Wardell, Phillips, Mr. and Mrs. Hamilton, 50 Chinese, and 6 Japanese.  
 Per *Lightning*, from Calcutta, &c.—Dr. W. W. Korse, Mrs. A. L. Hall, and 650 Chinese.

## Shipping Report.

Str. *Hatching*, from Swatow—Light N.E. and Ely breeze, overcast and hazy, smooth sea.

Str. *Ningpo* from Wuhu—Moderate N.E. monsoon, and very clear weather, moderate sea.

Str. *Forrest Hall* in New York—On 6th ult. at 13.43 S., long. 162 19 E. encountered heavy breeze.

Str. *Glenfallach* from Penang—Moderate to light monsoon and sea, and fine weather throughout the passage.

Str. *An Pho* from Saigon—Moderate to light monsoon, with corresponding sea, and fine clear weather throughout.

Str. *Taishan* from Saigon—Fine and clear weather, light to moderate monsoon, slight to moderate sea, from Gap Rock to port dull hazy weather.

Str. *Croydon* from Shanghai—Fine weather, very light monsoon, smooth sea; on 15th inst. at 9.25 a.m. in Lat. 22°53 N., Long. 116°15 E., passed white buoy adrift.

Str. *Tsinan* from Australia—Left Sydney on 2nd December, 1904 and experienced moderate to fresh winds and fine weather with passing showers to arrival Manila on 11th inst., leaving on 12th, from thence moderate N.W. wind and slight N.E. swell, and fine clear weather to arrival at port.

## Vessels in Port.

## STRANERS.

Arincourt, Br. s.s., 1,462, Hainsworth, 13th Jan.—Penang and Singapore 7th Jan., Gen.—Chinese.

Stettin, Br. s.s., 1,196, J. E. Farrell, 13th Jan.,—Singapore 7th Jan., Kerosine Oil.—Mr. Geo. McBrain.

Forest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug., 1904. Petroleum—S. O. Co.

Orange, Nor. s.s., 1,101, John Dannevig, 14th Jan.—Bangkok 5th Jan., and Anghin 7th, Rice and Wool, &c.—S. W. & Co.

Hanoi, Fr. s.s., 738, 1. Marles, 14th Jan.,—Haiphong and Hoitow 13th Jan., Gen.—A. R. M.

Triumph, Ger. s.s., 760, A. Hansen, 14th Jan.,—Foochow via Amoy and Swatow 13th Jan., Gen.—O. S. K.

Petchaburi, Ger. s.s., 1,375, G. Hillmann, 14th Jan.—Bangkok via Swatow 2nd Jan., Rice and Wood.—B. & S.

Taishan, Br. s.s., 1,121, A. Jones, 14th Jan.,—Saigon 10th Jan., Rice, Meal and Gen.—B. & Co.

Dragon, Br. s.s., 2,876, Worsnor, 3rd Oct.—Hainan 1st Oct., Ballast.—Order.

Anapa, Br. s.s., 2,257, J. M. Williamson, 5th Jan.—Philadelphia 5th Nov., Paraffin—S. O. Co.

Anghin, Ger. s.s., 1,001, F. J. Schaefer, 9th Jan.—Bangkok 2nd Jan., Rice and Gen.—B. & S.

Arctia, G. s.s., 3,413, Th. Forck, 2nd Jan.—Hamburg 15th Nov., Gen.—H. A. L.

Atco, Br. s.s., 2,785, C. E. Cox, 28th Dec.—Mororan 17th Dec., Coal—D. & Co., Ltd.

Borneo, Ger. s.s., 1,344, E. Muhle, 7th Jan.,—Sandakan 1st Jan., Timber and Gen.—

Hoitow and Haiphong—Per *Apenrade*, 18th Jan., 5 P.M.

Canion—Per *Kinshan*, 18th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 18th Jan., 5 P.M.

Canton—Per *Hankow*, 18th Jan., 7.30 A.M.

Macao—Per *Heungshan*, 18th Jan., 1.15 P.M.

Singapore, Penang and Calcutta—Per *Namzang*, 18th Dec., 2 P.M.

Kobe and Yokohama—Per *Tsinan*, 18th Jan., 3 P.M.

Kongmoo, Kumchuk, Samshui, Shihching, Takking and Wuchow—Per *Samui*, 18th Jan., 4 P.M.

Namzao—Per *Taichun*, 18th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 18th Jan., 5 P.M.

Canton—Per *Hankow*, 18th Jan., 5 P.M.

Macao—Per *Heungshan*, 18th Jan., 1.15 P.M.

Kongmoo and Kumchuk—Per *Hongkong*, 18th Jan., 5 P.M.

Canton—Per *Kinshan*, 18th Jan., 5 P.M.

Namzao—Per *Taichun*, 18th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 18th Jan., 5 P.M.

Canton—Per *Hankow*, 18th Jan., 7.30 A.M.

Macao—Per *Wingchau*, 18th Jan., 7.30 A.M.

Manila—Per *Zafiro*, 21st Jan., 9 A.M.

Macao—Per *Heungshan*, 21st Jan., 1.15 P.M.

Namzao—Per *Taichun*, 21st Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 21st Jan., 5 P.M.

Canton—Per *Kinshan*, 22nd Jan., 9 A.M.

Manila—Per *Wingchau*, 22nd Jan., 7.30 A.M.

Manila—Per *Heungshan*, 22nd Jan., 1.15 P.M.

Manila—Per *Taichun*, 22nd Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 22nd Jan., 5 P.M.

Canton—Per *Kinshan*, 23rd Jan., 9 A.M.

Manila—Per *Wingchau*, 23rd Jan., 7.30 A.M.

Manila—Per *Heungshan*, 23rd Jan., 1.15 P.M.

Manila—Per *Taichun*, 23rd Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 23rd Jan., 5 P.M.

Canton—Per *Kinshan*, 24th Jan., 9 A.M.

Manila—Per *Wingchau*, 24th Jan., 7.30 A.M.

Manila—Per *Heungshan*, 24th Jan., 1.15 P.M.

Manila—Per *Taichun*, 24th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 24th Jan., 5 P.M.

Canton—Per *Kinshan*, 25th Jan., 9 A.M.

Manila—Per *Wingchau*, 25th Jan., 7.30 A.M.

Manila—Per *Heungshan*, 25th Jan., 1.15 P.M.

Manila—Per *Taichun*, 25th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 25th Jan., 5 P.M.

Canton—Per *Kinshan*, 26th Jan., 9 A.M.

Manila—Per *Wingchau*, 26th Jan., 7.30 A.M.

Manila—Per *Heungshan*, 26th Jan., 1.15 P.M.

Manila—Per *Taichun*, 26th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 26th Jan., 5 P.M.

Canton—Per *Kinshan*, 27th Jan., 9 A.M.

Manila—Per *Wingchau*, 27th Jan., 7.30 A.M.

Manila—Per *Heungshan*, 27th Jan., 1.15 P.M.

Manila—Per *Taichun*, 27th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 27th Jan., 5 P.M.

Canton—Per *Kinshan*, 28th Jan., 9 A.M.

Manila—Per *Wingchau*, 28th Jan., 7.30 A.M.

Manila—Per *Heungshan*, 28th Jan., 1.15 P.M.

Manila—Per *Taichun*, 28th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 28th Jan., 5 P.M.

Canton—Per *Kinshan*, 29th Jan., 9 A.M.

Manila—Per *Wingchau*, 29th Jan., 7.30 A.M.

Manila—Per *Heungshan*, 29th Jan., 1.15 P.M.

Manila—Per *Taichun*, 29th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 29th Jan., 5 P.M.

Canton—Per *Kinshan*, 30th Jan., 9 A.M.

Manila—Per *Wingchau*, 30th Jan., 7.30 A.M.

Manila—Per *Heungshan*, 30th Jan., 1.15 P.M.

Manila—Per *Taichun*, 30th Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 30th Jan., 5 P.M.

Canton—Per *Kinshan*, 31st Jan., 9 A.M.

Manila—Per *Wingchau*, 31st Jan., 7.30 A.M.

Manila—Per *Heungshan*, 31st Jan., 1.15 P.M.

Manila—Per *Taichun*, 31st Jan., 5 P.M.

Sanbue—Per *Hoi Fu*, 31st Jan., 5 P.M.

Canton—Per *Kinshan*, 1st Feb., 9 A.M.

Manila—Per *Wingchau*, 1st Feb., 7.30 A.M.

Manila—Per *Heungshan*, 1st Feb., 1.15 P.M.

Manila—Per *Taichun*, 1st Feb., 5 P.M.

Sanbue—Per *Hoi Fu*, 1st Feb., 5 P.M.

Canton—Per *Kinshan*, 2nd Feb., 9 A.M.

Manila—Per *Wingchau*, 2nd Feb., 7.30 A.M.

Manila—Per *Heungshan*, 2nd Feb., 1.15 P.M.

Manila—Per *Taichun*, 2nd Feb., 5 P.M.

Sanbue—Per *Hoi Fu*, 2nd Feb., 5 P.M.

Canton—Per *Kinshan*, 3rd Feb., 9 A.M.

Manila—Per *Wingchau*, 3rd Feb., 7.30 A.M.

Manila—Per *Heungshan*, 3rd Feb., 1.15 P.M.

Manila—Per *Taichun*, 3rd Feb., 5 P.M.

Sanbue—Per *Hoi Fu*, 3rd Feb., 5 P.M.

Canton—Per *Kinshan*, 4th Feb., 9 A.M.

Manila—Per *Wingchau*, 4th Feb., 7.30 A.M.

Manila—Per *Heungshan*, 4th Feb., 1.15 P.M.

Manila—Per *Taichun*, 4th Feb., 5 P.M.

Sanbue—Per *Hoi Fu*, 4th Feb., 5 P.M.

**Mails.**  
**MESSAGERIES MARITIMES**  
 FRENCH MAIL STEAMERS.  
 STEAM FOR SAIGON,  
 SINGAPORE, BATAVIA,  
 COLOMBO, ADEN, EGYPT,  
 MARSEILLES, LONDON,  
 HAVRE, BORDEAUX,  
 MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN,"

Captain H. Verron, will be despatched for MARSEILLES on TUESDAY, the 24th January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "ERNEST SIMONIS," 7th February.  
 S.S. "POLYNESIEN," 21st February.

L. BRIDOU,  
 Acting Agent.

Hongkong, 10th January, 1905. [7]

**NORTHERN PACIFIC LINE.**

**BOSTON STEAMSHIP COMPANY.**

**BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with  
 NORTHERN PACIFIC RAILWAY  
 COMPANY.

**PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.**

Steamers.	Tons.	Captains.	Sailing.
Tremont	9,606	T. W. Garlick.	Ab. Jan. 19
Lyra	4,417	G. V. Williams	Feb. 9
Pleades	3,753	F. G. Purington	Mar. 4

† Cargo only.

**FOR MANILA.**  
 The largest, steadiest, and most comfortable steamer for Manila.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

**DODWELL, & CO., LIMITED,**  
 General Agents.

Queen's Buildings.  
 Hongkong, 9th January, 1905. [8]

### For Sale.

FOR SALE OR TO LET,  
 AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL

**A ELEVEN-ROOMED HOUSE** with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—  
 SHEWAN, TOMES & CO.  
 Hongkong, 30th December, 1904. [1398]

### FOR SALE.

**INCANDESCENT GASOLINE LAMPS** OF ALL DESCRIPTIONS, from the best makers.

**INCANDESCENT MANTLES,** CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

### To Let.

#### TO LET.

**GODOWN** No. 3, New Praya, Kennedy Town.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 21st November, 1904. [71]

#### TO LET.

**NO. 1, STEWART TERRACE,** THE PEAK.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

#### TO LET.

**NO. 1, RIPON TERRACE.**  
 A HOUSE in WONG NEI CHONG ROAD, FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CON, NAUGHT ROAD (near BLAKE PIER). GODOWNS: PRAYA EAST.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd December, 1904. [69]

#### TO LET.

**WILD DELL BUILDINGS**, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,  
 Land and Estate Broker.  
 Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

#### TO LET.

**E UROPEAN HOUSES**, Nos. 2 to 4, 6 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleansed and colour-washed, in flats or whole.

Apply to—  
 S. A. SETH,  
 Land and Estate Broker.  
 Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

#### TO LET.

**GODOWNS** Nos. 100 and 101, Praya East, with Water Frontage.

Apply to—  
 "VICTORIA BUILDINGS."

Hongkong, 28th December, 1904. [1394]

#### TO LET.

**SIX FIRST-CLASS EUROPEAN HOUSES** in Observatory Road, Tsim Tsa Tsui, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—  
 ARRATOON V. APCAR & CO., 45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

#### TO LET.

**NO. 3, CHANCERY LANE.**  
 5-ROOM HOUSE, immediate possession. Rent \$80 and Taxes.

Apply to—  
 SUNG YUK LEUNG,  
 Chinese Club.

Hongkong, 13th January, 1905. [130]

### SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RF SERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of \$1.10-@ exchange 1/9 13/16 \$16.41 for first half-year 1904	54%	\$210 buyers London £74
National Bank of China, Limited	99,925	\$7	\$7	\$175,333 \$19,973	\$21,668	\$2 (London 3/6) for 1903	54%	\$38 sales
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,100,000 \$1,739	\$150,494	\$17 for 1903	64%	\$250 sellers
China Traders' Insurance Company, Limited	24,000	\$83.35	\$25	\$950,000 \$151,992 \$362,365 \$371,445	Nil.	\$4.8 for year ended 30.4.1904	74%	\$38 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Final of 10/- making \$1 for 1903	8%	Tls. 96 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$372,749 \$89,311	\$2,078,997	\$35 for 1903	5%	\$690 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1903	8%	\$150 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675	\$329,047	\$6 dividend & \$1 bonus for 1902	74%	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$371,110	\$22 for 1902	64%	\$340 buyers
<b>SHIPPING, TUG AND CARGO BOATS.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. 363,123	\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	6%	\$33 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,600,000 \$157,555	\$16,362	\$1.4 for first half-year 1904	104%	\$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$205,000 \$100,000	\$5,853	10/- for 1903 @ 1/10 5/16=\$3,378	48%	\$124 buyers
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of 1/- for 1904	9%	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$400,000	\$19,555	Interim of 1/- (Coupon No. 5) for 1904	4%	25/-
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$360,000	\$1,287	(\$1.80 & 40 cts) for year ending 30.4.04	54%	\$38
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$18,000 \$130,133	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9%	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 150	Tls. 150	Tls. 90,000 Tls. 201,614	Tls. 865	Interim of Tls. 1/ for 1904	10%	Tls. 30 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. 347,717	Interim of \$3 for 1904	...	\$220
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. 573,905	\$3 for 1897	...	\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,035	Tls. 24 for year ending 30.9.04	44%	Tls. 60 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000	Dr. 4,872	No. 3 of 1/6 50 cents making \$1 for 1904	...	\$180 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	Dr. 4,029	No. 12 of 1/6=48 cents	...	\$34 buyers
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$4,873	...	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,552	Fcs. 85,706	\$3.75 for 1903	8%	\$45 sellers
DOCKS, WHARVES & GODOWNS.						(\$1 for 1903)	...	\$104 old buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	(\$1 for 1903)	41%	\$102 new buyers
Hongkong & Kowloon Wharf and Godown, Co. Ltd.	10,000	\$50	\$50	\$50,000	\$28,015	First year	...	\$218
Hongkong and Whampoa Dock Company, Ltd.								